(c) The Airport Infrastructure Policy, 1997 allows the development of private airports for commercial air transportation servcies. All these airports would require to take aerodrome licence in accordance with Aircraft Rules, 1937. They also have to comply with the relevant civil aviation requirements.

Bird-hit incidents at Delhi airports

1497. SHRI VIJAY J. DARDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that with the combined action taken by the NGO, Animal Saviour, the Idgah Abattoir Committee constituted by the Delhi High Court and MCD have cracked down on illegal meat shops operating from the periphery of Delhi airport and shut down 15 such shops with a view to curtailing cases of bird-hit incidents;

(b) if so, the number of bird-hit incidents which occured in the vicinity of Delhi airport during the last three years;

(c) whether removal of such meat shops will result in reducing the bird-hit cases, or there are other reasons for bird-hit incidents; and

(d) if so, the rate of bird-hit cases in Kolkata, Mumbai and Chennai where such meat shops may not be existing?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Bird hit incidents which occured in the vicinity of Delhi Airport during last three years are 18 in 2004, 25 in 2005 and 25 in 2006.

(c) As meat shops in the vicinity of airport is one of the reasons for bird concentration, removal of meat shops from the vicinity of airports would definitely reduce the bird hit incidents. There are other reasons for bird hit incidents like slum clusters, garbage dump, slaughter house, grass and water logging inside the airport, unauthorised piggeries, dairy farms landfill area etc. as well.

(d) During the last year a total of 03, 30 and 11 bird hit incidents were reported at Kolkata, Mumbai and Chennai airports respectively.